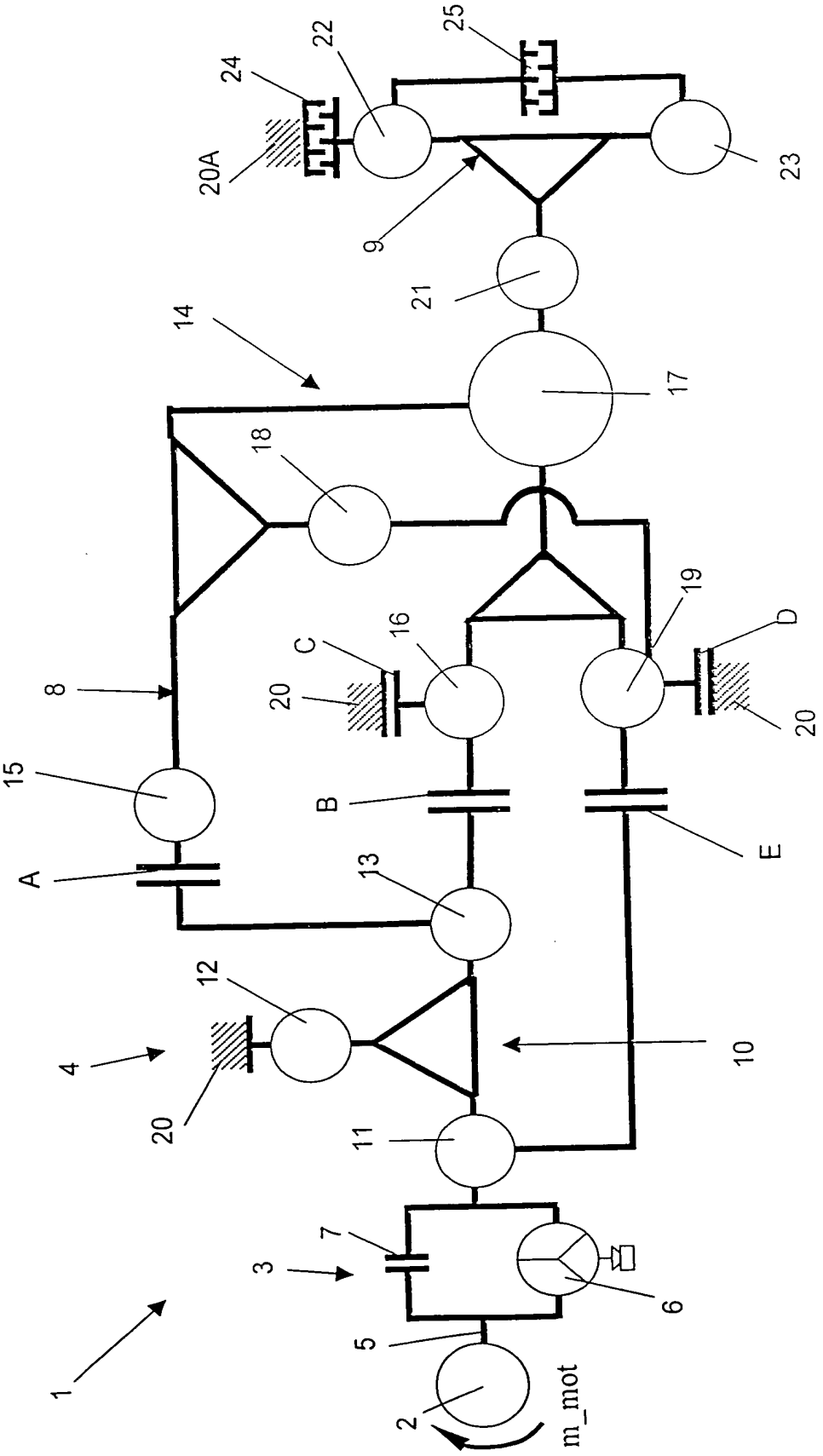
1
2
m_mot
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
20A
21
22
23
24
25
A
B
C
D
E

Fig. 1

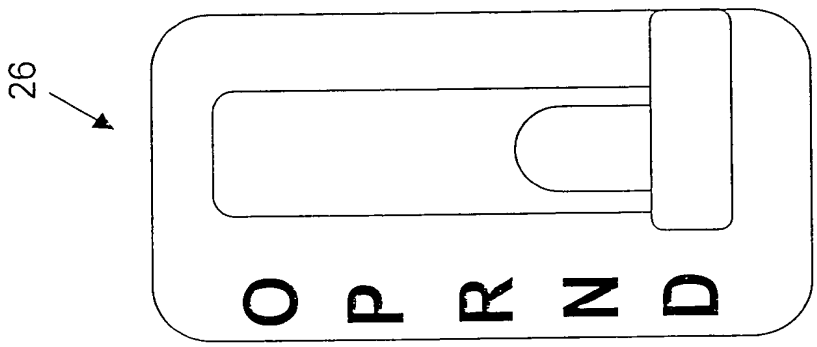
26
O P R N D

Fig. 2

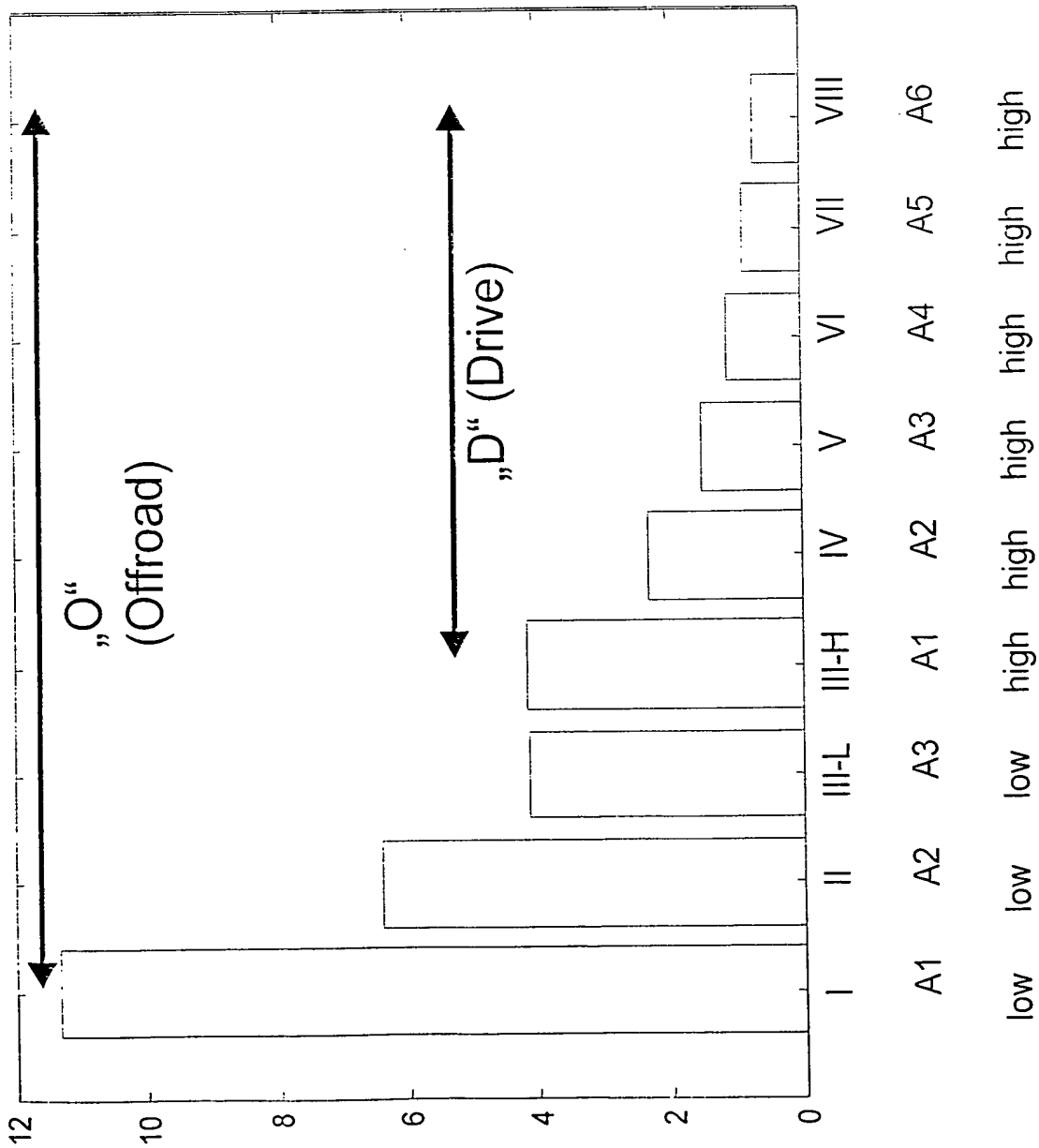
„O“ (Offroad)
„D“ (Drive)
12
10
8
6
4
2
0
I
II
III-L
III-H
IV
V
VI
VII
VIII
A1
A2
A3
A1
A2
A3
A4
A5
A6
low
low
high
high
high
high
high
high

Fig. 3

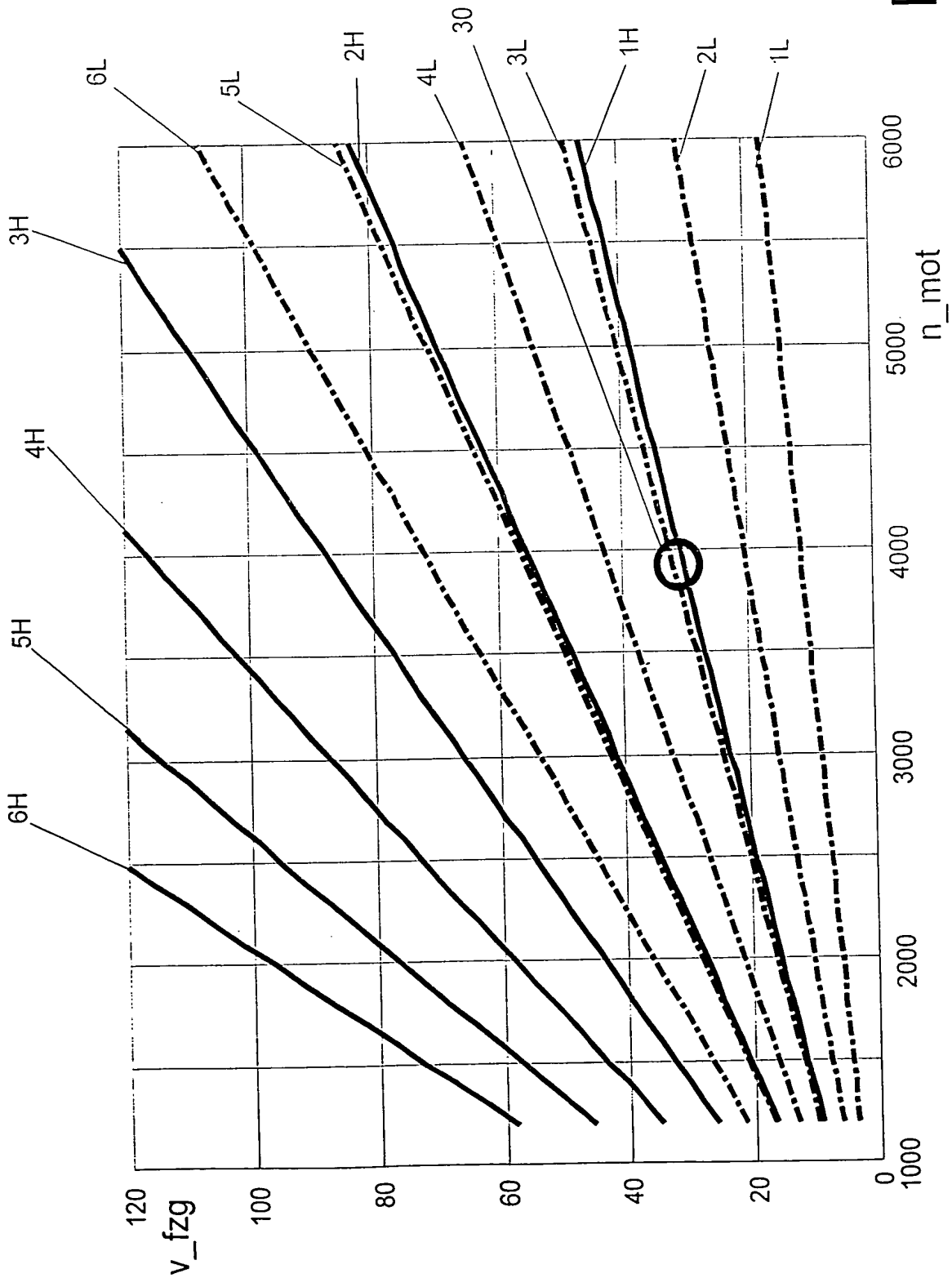
v_fzg
120
100
80
60
40
20
0
1000
2000
3000
4000
5000
6000
n_mot
6H
5H
4H
3H
6L
5L
2H
4L
3
3L
1H
2L
1L

Fig. 4

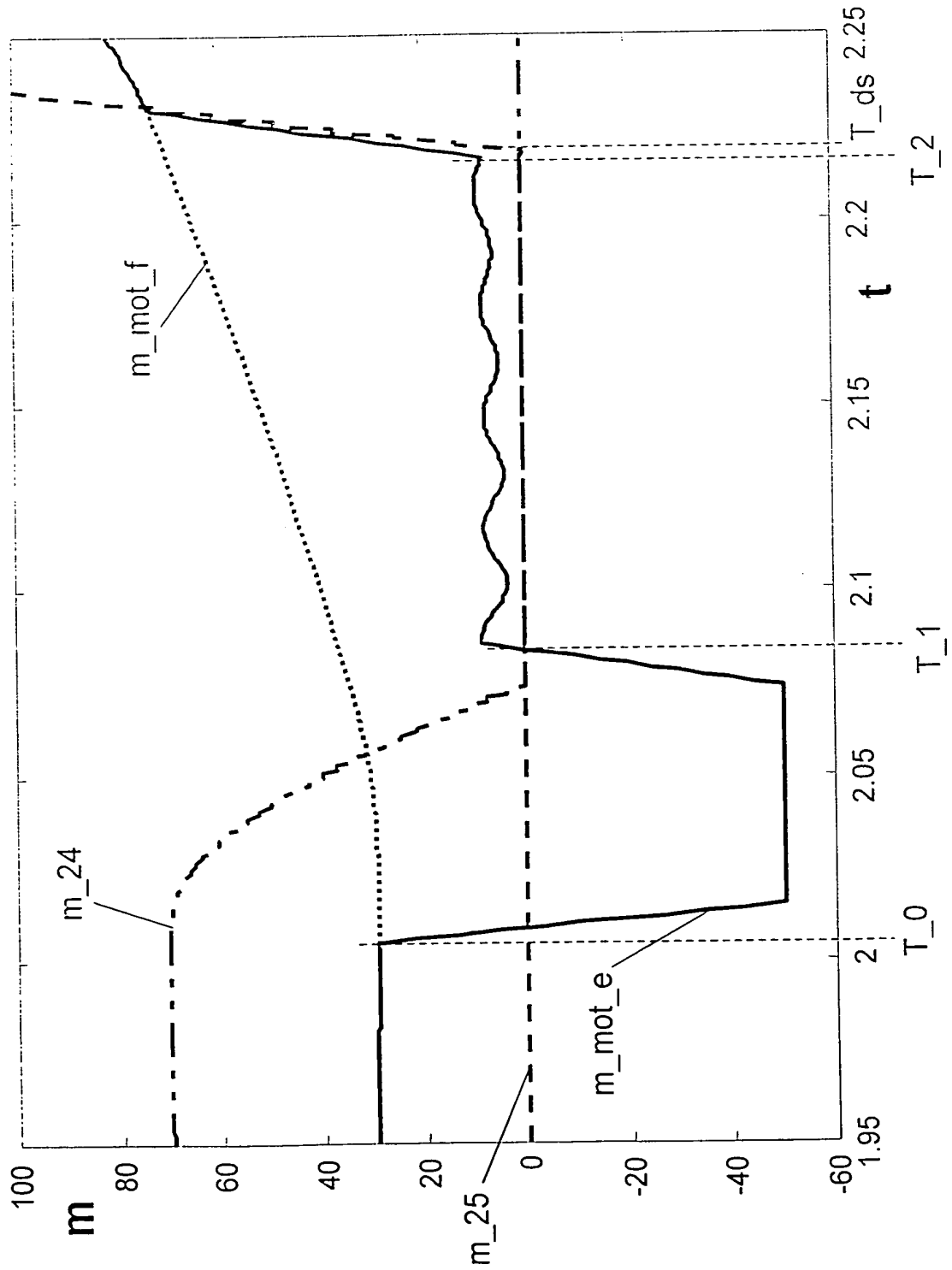
m
100
80
60
40
20
0
-20
-40
-60
1.95
2
2.05
2.1
2.15
2.2
2.25
t
T_0
T_1
T_2
T_ds
m_mot_f
m_24
m_25
m_mot_e

Fig. 5

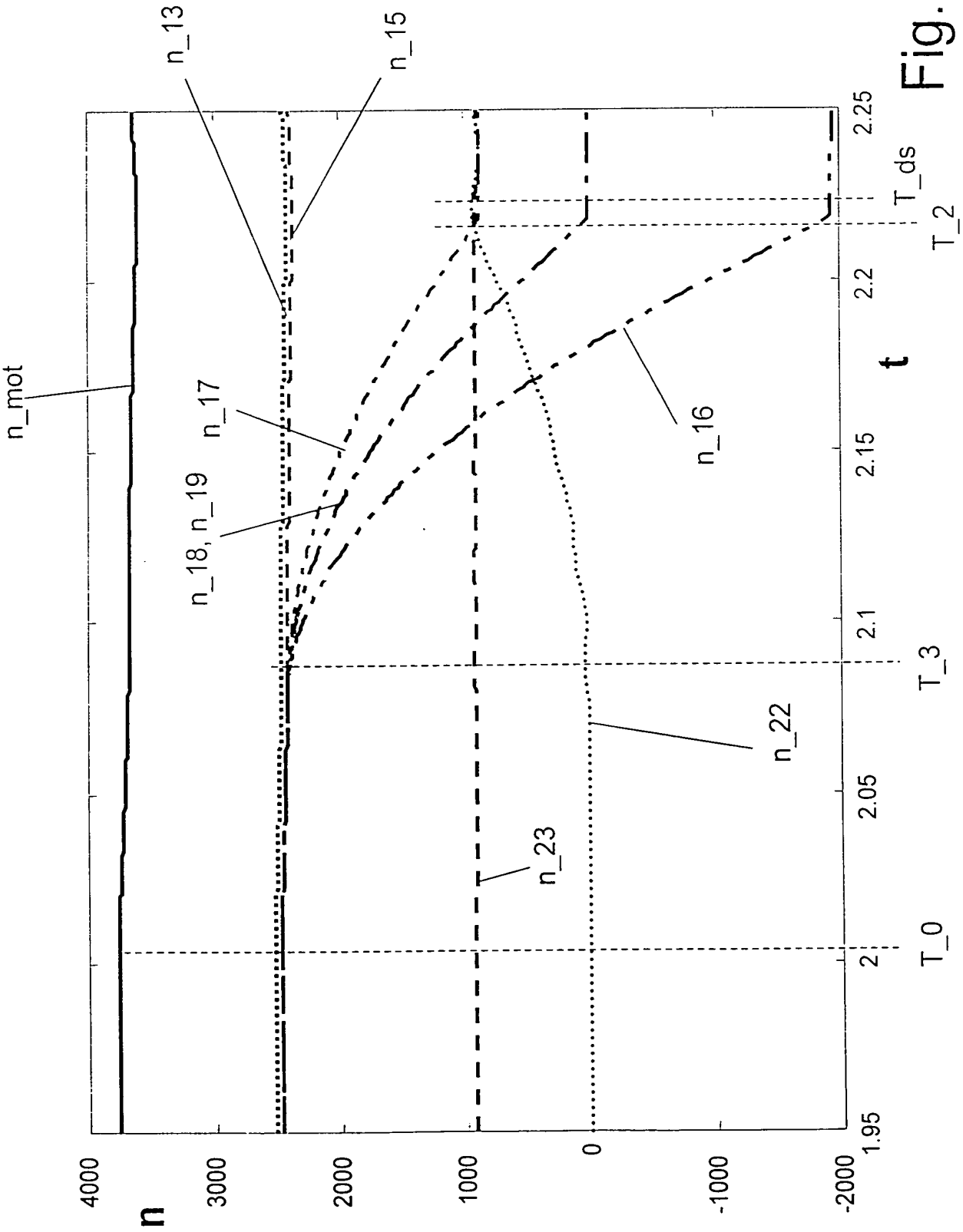
n_13
n_15
n_mot
n_17
n_18, n_19
n_16
n_22
n_23
n
t
4000
3000
2000
1000
0
-1000
-2000
1.95
2
2.05
2.1
2.15
2.2
2.25
T_0
T_3
T_2
T_ds

Fig. 6

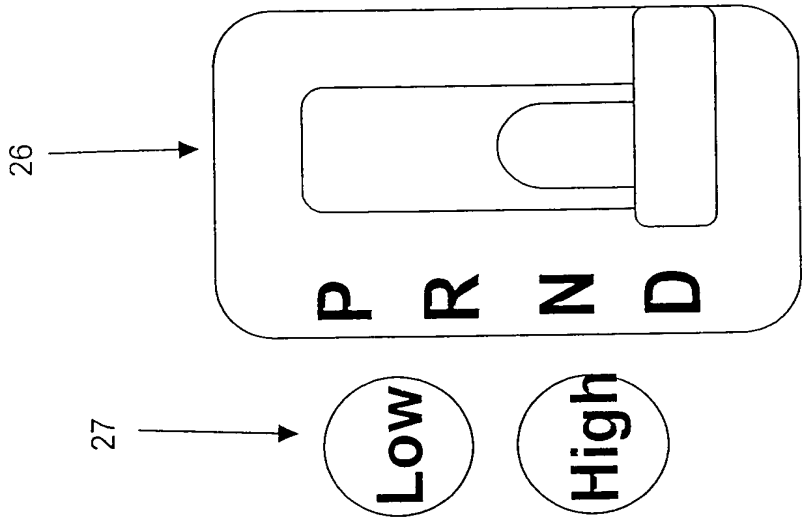

Fig. 7

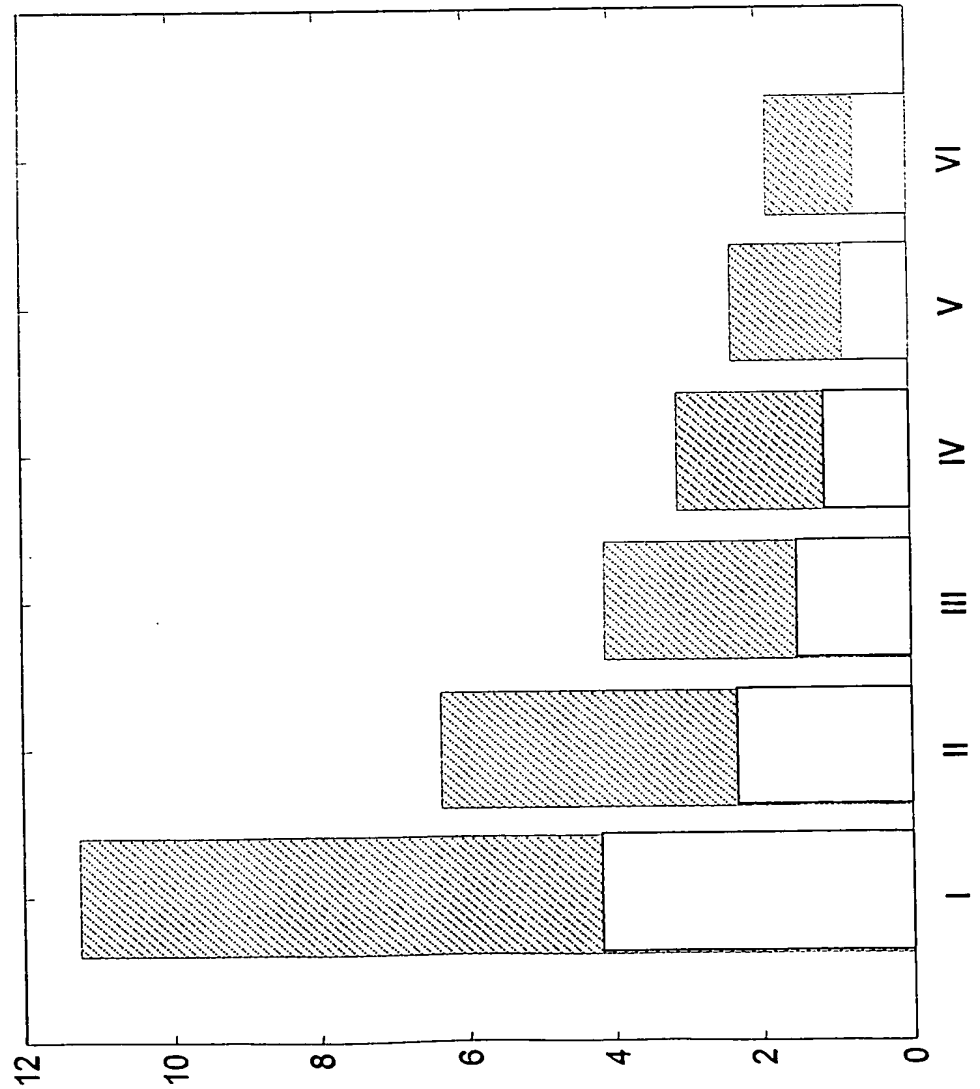

Fig. 8

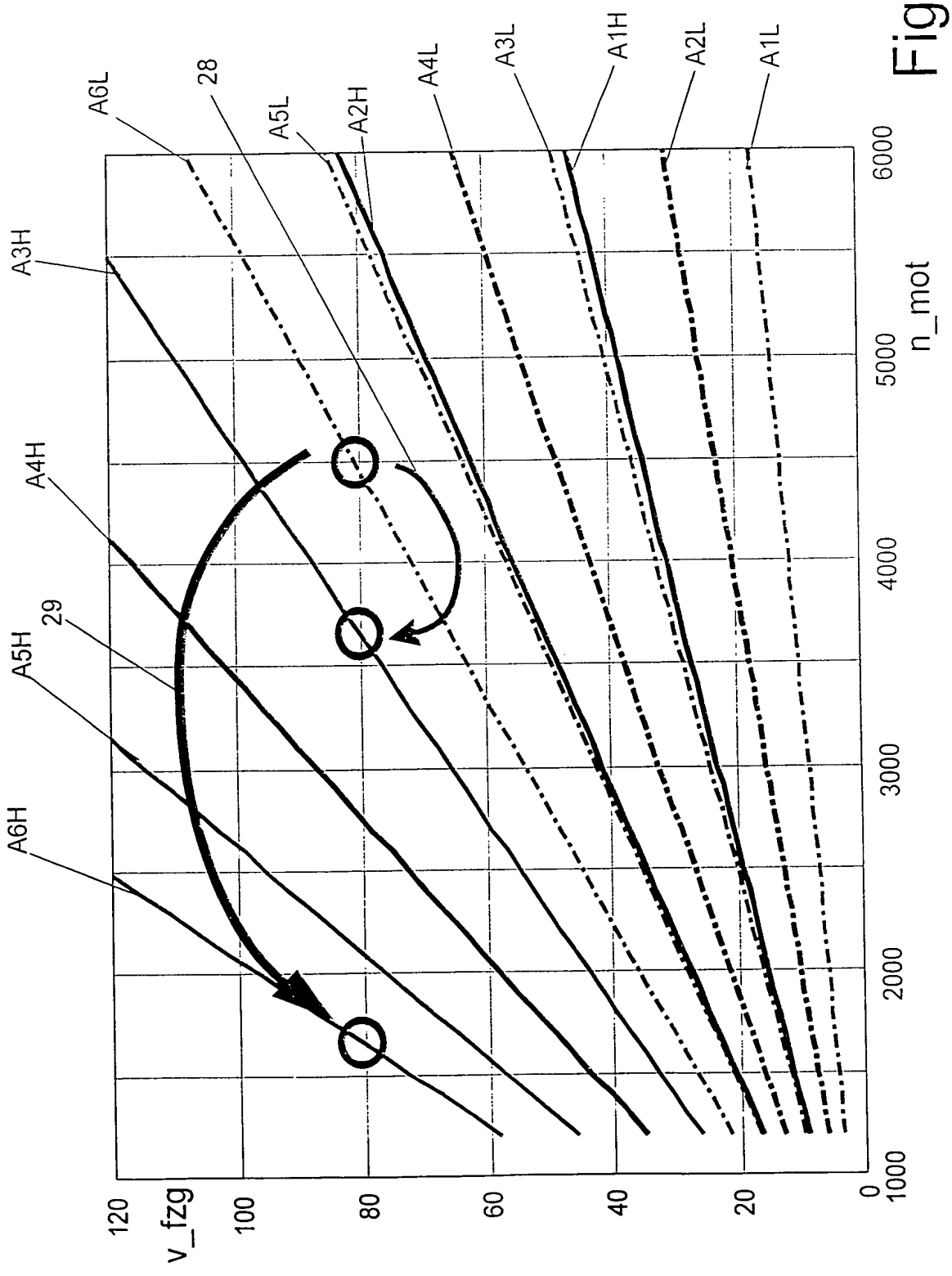
A6L
28
A5L
A2H
A4L
A3L
A1H
A2L
A1L
A3H
A4H
A5H
29
A6H
120
100
80
60
40
20
0
v_fzg
1000
2000
3000
4000
5000
6000
n_mot

Fig. 9

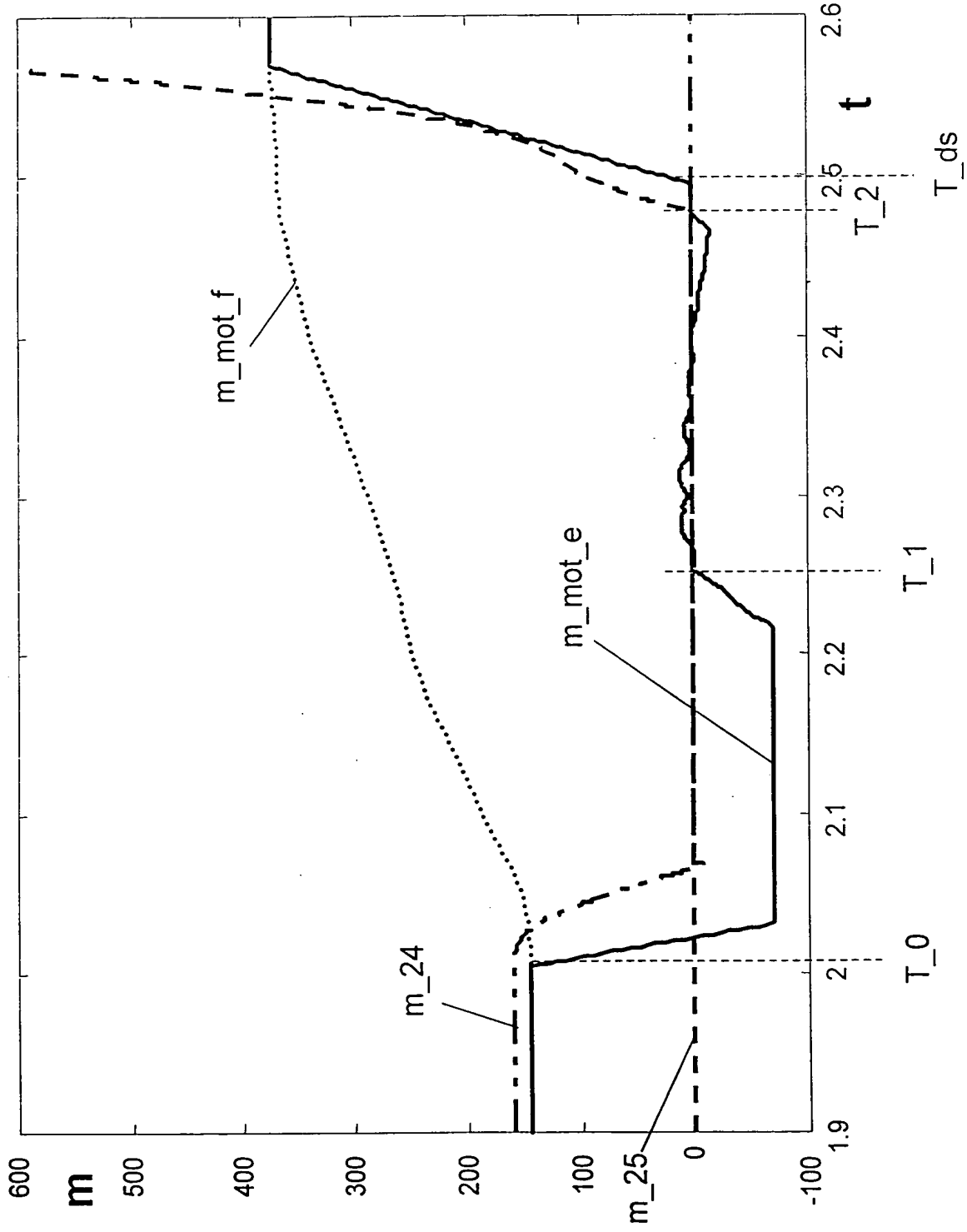
m
600
500
400
300
200
100
0
-100
1.9
2
2.1
2.2
2.3
2.4
2.5
2.6
t
T_0
T_1
T_2
T_ds
m_mot_f
m_mot_e
m_24
m_25

Fig. 10

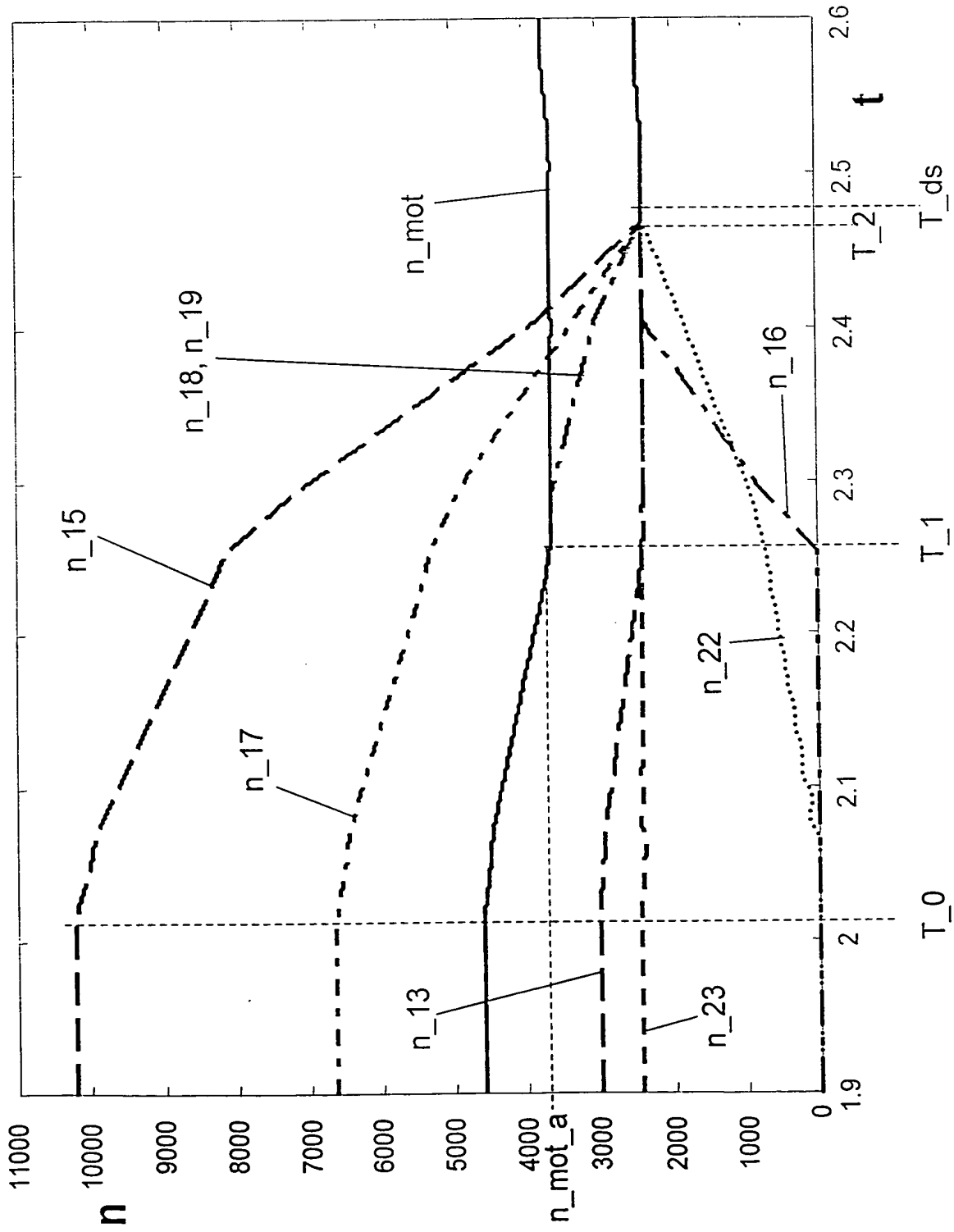
n
11000
10000
9000
8000
7000
6000
5000
4000
3000
2000
1000
0
n_mot_a
t
2.6
2.5
2.4
2.3
2.2
2.1
2
1.9
T_ds
T_2
T_1
T_0
n_mot
n_18, n_19
n_15
n_17
n_13
n_16
n_22
n_23

Fig. 11